
Executive

17th March 2009

Report of the Director of City Strategy

Terry's Development – Proposed New Link Road

Summary

1. This report has been prepared in response to a council motion which was agreed following the refusal by the Planning Committee on 28th August 2008, of an application for the redevelopment of the former Terry's Chocolate Works.
2. The report describes the provision of two section of link road from Tadcaster Road to Bishopthorpe Road at a cost of £6.1m. The results of the traffic modelling suggest there will some reduction of traffic flows on Tadcaster Road but the major benefit comes from redistribution of traffic travelling through Bishopthorpe. The main planning issues is the consideration of York's Green Belt which would make it difficult to support the proposal.
3. The reports notes that further work would be necessary to improve the punctuality of the No 11 bus working with the bus company and that cycle connections to the cycling network could be introduced to reduce the traffic implications and increase the accessibility to the new Terry's development.
4. The report considers that there are limited opportunities for funding the link road and it would be difficult to achieve anything other than a low cost benefit ratio.
5. The report recommends that Members note the contents of this report and instruct officers to cease any further work on this proposal.

Background

6. The council motion instructed officers to undertake a feasibility study to consider the potential implications of the creation of a link road between Bishopthorpe Road and Sim Balk Lane, together with an investigation of sustainable transport measures, all as an aid to the development of the Terry's site (Annex A - Location Plan). The full council motion is attached at Annex B, which raises several other issues that also need to be considered.
7. This report responds to each of the items raised and discusses the wider implications associated with the proposed link road.

Route Identification of proposed Link Road

8. The route chosen provides a link road between Bishopthorpe Road and Sim Balk Lane and lies to the south of the A64 through what is currently agricultural land (see Link A, Annex C). This joins Bishopthorpe Road in the vicinity of the Crematorium and with Sim Balk Lane just prior to the point where the road starts to rise over the A64 bypass, a length of approximately 620 metres. The design assumes that a 3 arm and a 4 arm roundabout would be required at the junctions with Sim Balk Lane and Bishopthorpe Road respectively.
9. To address the motion's specific request to see improved access with the A64 slip roads, an additional section of new road has also been included as part of the proposals (see Link B, Annex C). This joins Sim Balk Lane in the vicinity of the York College changing rooms, and terminates at a new signalled controlled junction with the A1036 Tadcaster Road (where the proposed Askham Bar Park and Ride access is to be formed). This link is approximately 550 metres in length and also passes over the Selby Cycle route, which would need to be maintained by an underpass. This route is considered to be the most favourable one that would maximise its potential for access to and from the A64 slip roads. A less direct route would be less attractive for traffic.
10. Both new sections of carriageway would be a standard 7.5 metres in width and with a 4 metre wide segregated footway / cycleway created over the full length. A budget estimate for the link road has been estimated to cost in the order of £6.1 million. This consists of £3.3 million for Link A and £2.8 million for Link B. Consideration in this has been given for construction, design and land costs with limited allowances for utility service diversion. Further more detailed investigation would be needed to fully assess the implications of the land and service diversion costs. The route of the proposed link crosses land in private ownership and will require a search to be undertaken through the land registry to identify the relevant parties concerned.

Motion Point a): Consideration of the implications for the road network and road junctions in the southwest quadrant of the city, of proceeding with the proposed link road.

11. The implications of these link road proposals has been considered in relation to the existing highway network as well as a discussion of the planning policy issues that need to be highlighted from a strategic land use perspective.

New Link Road

12. Feasibility testing of the link road has been undertaken using the Council's strategic traffic model "SATURN". A model of the highway network had previously been developed and used to assess the likely impact of the redevelopment of the former Terry's site, this model was adapted in order to test the impact of a new link road connecting Tadcaster Road with Bishopthorpe Road.

13. The traffic generated by the development of the Terry's site in this model is at a level reflecting the proposed mix and density of development in the 2008 planning application. Although this application was subsequently refused this level of development can be considered to represent the upper bound on the level of development at the site. The Terry's development scenario presented here has a combined arrival and departure trip rate of 1056 trips generated in the AM peak hour, 1015 in the PM peak. Any new or revised planning application will be likely to have different trip generations and may well propose a different suite of impact mitigation measures. As a consequence any relative benefits of providing the new link road will need to be factored accordingly. The model encompasses known committed developments and infrastructure changes that are due to take place on the network up to 2011.
14. Four scenarios were modelled for the AM and PM peak hours year 2011:
- Scenario 1. The base case: no link road, no development at Terry's.
- Scenario 2. With the proposed link road only, no development at Terry's.
- Scenario 3. Development at Terry's only, no link road.
- Scenario 4. With link road & development at the Terry's site.
15. The table below illustrates the model predictions of traffic flow on the highway network that will take place with the implementation of each of the scenarios 2, 3 and 4.

Scenario	1	2	3	4
Road Lengths - 2 way flows	PCUs	PCUs	PCUs	PCUs
am peak hour				
Tadcaster Road	1169	1071	1243	1094
Bishopthorpe Road (South of Terry's)	659	802	847	1060
Bishopthorpe Road (North of Terry's)	727	771	1052	1066
Church Lane	154	7	280	7
Main Street	482	374	546	409
Link Road		410		639
Appleton Road	336	238	367	245
pm peak hour				

Tadcaster Road	1444	1320	1537	1361
Bishopthorpe Road (South of Terry's)	775	996	873	1175
Bishopthorpe Road (North of Terry's)	837	956	1219	1291
Church Lane	420	13	512	13
Main Street	363	290	388	293
Link Road		707		882
Appleton Road	355	289	386	295

16. Further analysis of the traffic modelling is included in Annex D.

Traffic implications of the new link roads

17. From the table above it can be seen that the new links have a limited scope for attracting traffic into the city centre. Clearly the Terry's development is the major influence upon traffic numbers. Redistribution of the traffic is mainly taking traffic out of Bishopthorpe and on to the new link road.
18. Tadcaster Road will see a net reduction in traffic in the am peak of 12% and in the pm peak of 11% but on Bishopthorpe Road, south of Terry's, a net increase of 25% in the am peak and 34% in the pm peak. The link brings only a small level of net benefit to Tadcaster Road. This needs to be weighed against the disbenefit due to the development traffic and reassigned flow experienced on Bishopthorpe Road.
19. Traffic north of Terry's on the Bishopthorpe Road sees only small increases in both the am and pm peaks suggesting that the link road is not as attractive as a means of access to the city centre than Tadcaster Road.
20. There is little doubt that the main benefits of the new link road would be to provide a level of relief for both Main Street and Church Lane in Bishopthorpe due to the time and distance saving that the new route provides. In relative terms however the flows on these routes are not high.
21. With regard to junctions there is a slight increase in capacity of those on Tadcaster Road and will improve the reserve capacity and reduce overall delays at the Tadcaster Road/ Sim Balk Lane traffic signals.
22. Bishopthorpe Road junctions are already at or near to capacity, the link road will increase the queues and delays at these junctions with the increase traffic volumes.

23. Comprehensive environmental and traffic impact assessments would be needed to fully identify the viability of this link road proposal, which are outside the scope of this study.

Planning Policy Issues

24. The site of the proposed link road lies within the extent of the York Green Belt. Planning Policy Guidance, PPG2, provides government guidance on the designation of the green belt and the type of uses, which are acceptable in the green belt (which is also reflected in the City of York's Local Plan and emerging Local Development Framework). PPG2 sets out the criteria for including land in the Green Belt, as follows:

- To check the unrestricted sprawl of large built up areas
- To prevent neighbouring towns from merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

25. The land proposed for the link road fits into a number of these categories, in particular, preserving the special character of Bishopthorpe and the City, preventing Bishopthorpe and the City merging and preventing encroachment into the countryside. For these reasons, the construction of a link road within this area would be difficult to support.

26. The development of a new road would be considered in PPG2 terms as engineering works within the green belt, as it would involve making material changes in the use of the land. Paragraph 3.12 of PPG2 states that:

“the carrying out of such operations, and the making of material changes in the use of land are inappropriate development unless they maintain the openness and do not conflict with the purposes of including land in the Green Belt”.

27. The proposal for a link road would have significant impact on the openness of the Green Belt, given the extent of road surfacing, boundary treatment, street lighting and the need to build up levels to align with existing junctions (especially at the London Bridge junction). Additionally, it is considered that the provision of such a road would bring an element of “urban ness” to a rural environment. For such reasons, City Development Group officers are of the opinion that this scheme would be difficult to deliver.

28. A further point to be aware of is that the land bounded by the A64 to the north, Bishopthorpe Road to the east, Church Lane to the south and Sim Balk Lane to the west, is identified in the York Green Belt Appraisal (2003) as being important to the village setting and the setting and character of York. The appraisal considers this area of open agricultural land in particular, to

enhance the character and setting of the northern part of Bishopthorpe, which is designated as a conservation area. The area is also regarded as important due to the open views from the A64 to Bishopthorpe and also prevents coalescence between the urban area and Bishopthorpe. Consequently development in this area would be difficult to support.

29. The land under consideration is classified as 'Low Lying Arable Plain' in the 'York Landscape Appraisal' (ECUS 1996). The typical characteristics of such areas are open, generally flat/low lying, arable land use, and medium to large regularly shaped fields, very few hedgerows and hedgerow trees. The ECUS study also notes the influence Bishopthorpe Palace has on the surrounding area and its character. Given the character of such land, any development, which would damage or have a detrimental impact on such areas would be difficult to justify in planning policy terms.
30. The proposed alignment of the main link road (Link A) and surrounding area runs through land in Flood Zone 3b (Functional Floodplain) and Flood Zone 2, as specified in the Strategic Flood Risk Assessment. Flood Zone 3b has a very high risk of flooding, and consequently, the uses acceptable in this zone would be very limited. A road could be classified as 'Essential Infrastructure' for the purpose of flood risk and within the area within Flood Risk 3b, an exceptions test would be required, as outlined in Section 5 of the Council's Strategic Flood Risk Assessment and PPS25. The exceptions test makes provision for sites that can be balanced against wider sustainability considerations and is designed to ensure that the flood risk posed to such sites is controlled and mitigated to an acceptable level.
31. The proposed road in this location would have a significant impact on the built conservation issues in this area. Bishopthorpe Conservation Area encompasses the Archbishops Palace and grounds, Walled Garden, fields, Bishopthorpe Garth and Church Lane / Main Street area of the village. The proposed alignment of the road would run very close to the boundary of the conservation area and in particular, adjacent to the Walled Garden and open fields which dominate the open aspect, north of Church Lane. Bishopthorpe Garth, located immediately east of Sim Balk Lane would also adversely affected by the proposed link road. There are a number of other listed buildings, which would be affected detrimentally by the proposed link road.
32. Additionally, the proposed junction between the link road and Bishopthorpe Road would have a significant detrimental impact on York Crematorium, which is located immediately east of the proposed junction. The impact on the open grounds, tranquility and access to the Crematorium would be considerable.
33. Given the proximity to the Archbishop's Palace and other historic properties, and Bishopthorpe Conservation Area, consultation with the Council's Conservation team will be vital in the consideration of this proposal.
34. It is believed that the section of the proposed link road which runs between Bishopthorpe Road and Sim Balk Lane is based on Grade 2 (very good) agricultural land. The section, which runs from Sim Balk Lane to the A64 slip

road, is Grade 1 (excellent) agricultural land. More advice from DEFRA should be sought to confirm the agricultural land quality in these areas.

35. From a planning application viewpoint applications for the construction of a new road, which would have an appreciable impact on green belt land, such as this link road, will need to be referred to the Government Office. There is considered to be a high likelihood that it would be “called in” and require a public inquiry to be held. Typically these processes take over a year before any inspector findings are known. Overall therefore, given the issues outlined above, the proposed link road would be difficult to justify in policy terms.

Motion Point b): Measures required to protect the residential amenity on Bishopthorpe Road north of the Terry’s site and the Nunnery Lane/Price’s gyratory from additional traffic and worsening air pollution.

36. As part of the negotiations undertaken for the unsuccessful Terry’s application a number of measures were agreed to by the developers Grantside Ltd to mitigate the impact of the development, these included:
- A. Signalisation improvement works at:
 - (i) Campleshon Road – Bishopthorpe Road junction
 - (ii) Scarcroft Road – Bishopthorpe Road junction
 - (iii) Tadcaster Road – Knavesmire Road junction
 - (iv) Pulleyn Drive Pelican Crossing
 - (v) Tadcaster Road – St. Helens Road junction
 - (vi) Moor Lane roundabout
 - B. Contributions towards sustainable travel:
 - (i) Travel vouchers for residents
 - (ii) Expansion of City wide car club
 - (iii) 20 mph zone along Bishopthorpe Road
 - (iv) Pedestrian / Cycle link to the existing riverside route
 - (v) Peak hours shuttle bus service linking the site with the Askham Bar Park and Ride and the site with the Railway Station for an agreed period.
 - (vi) Funding of the post of travel plan co-ordinator for an agreed period in order to promote sustainable modes of travel by future employees, residents and visitors.
37. The council however were unsuccessful in obtaining the agreement of the developer to the funding of a 15 minute frequency service between South

Bank and the City Centre – considered necessary to achieving the level of sustainable travel which officers sought. It should also be noted that a nominal £30k contribution was the best that could be achieved towards the improvement works required at the Moor Lane roundabout.

38. The range and extent of any final mitigating measures for any new application on the Terry's site will need to be tailored to the specific implications of the development proposals.
39. It is shown in the model analysis that increases in traffic would be realised north of Terry's when compared with the existing flows. This is assuming the level of development put forward being the same as the refused Terry's application. This application did identify mitigation measures as outlined earlier. The level of increase along Bishopthorpe Road and through the gyratory would in numerical terms be relatively small when taken over the full morning and evening peak hours. Based upon the Saturn modelling undertaken it would be difficult to surmise that additional hard engineering measures could be justified over and above those already identified to mitigate the additional traffic arising. Following the rejection of the previous application, pre-application work is currently underway with developers in anticipation of a second application and the approach being taken by officers is to seek a fresh and iterative approach, in which private car borne trips can be minimised. It is however inevitable that whatever the form and scale of development that comes forward, that residual traffic will arise and a strong focus will be given to achieve an environmental and technically acceptable solution for the highway network and of course all users.

Air Quality Issues

40. Nunnery Lane/Price's Lane gyratory is in one of five air quality management areas (AQMA) designated by the City Council in January 2002 where annual average nitrogen dioxide levels are expected to exceed an annual objective (of 40ug/m³).
41. An air quality impact assessment was submitted by the applicant (Grantside Ltd.) in respect of the application subsequently refused by the Planning Committee. Unfortunately this did not provide a full picture of what the impact of the development would be on the area of the ring road south of the river. Any resubmission of this application therefore must be accompanied by a new air quality impact assessment covering a larger area than that of the original. Particular attention must be paid to the Nunnery Lane gyratory, the shopping area on Bishopthorpe Road and the junction with Scarcroft Road.
42. Environmental Health officers have particular concerns about any increase in the number of HGV movements along Bishopthorpe Road, which would presumably result in an increase in the number of these types of vehicles entering the existing AQMA. Any revised application should give detailed consideration as to how the impact of these types of vehicle can be reduced. The most obvious solution would be to prevent these type of vehicles travelling on any part of the current AQMA, but if this is not possible then consideration should be given to other possible solutions, such as:

- The use of a low emission standard for the site (i.e. vehicles not meeting certain emission levels being excluded)
 - The setting up of transshipment arrangements whereby goods for delivery to the site are transferred to smaller, cleaner vehicles outside the AQMA before being brought to site. The ideal would be to use electric vehicles.
 - Establishing an arrangement whereby different operators on the Terry's site could share delivery of goods preventing numerous unfilled vehicles accessing the site for different customers.
43. Quality Officers were disappointed to note that in the last application the number of movements of smaller vehicles were not reduced significantly as compared to the existing planning permissions on the site. Given the proximity to the AQMA and the City Centre, together with the availability of public transport and cycling routes, officers are recommending the Authority actively pursues a reduction in the total number of vehicle movements allowed on the site with the new development in place. Measures to achieve this might include:
- Measures to promote cycling and walking
 - The setting up of a car club on the site
 - Reduced parking standards
 - Provision of a frequent public transport link with the City Centre.

Motion: Point c) Investigate the possibility of constructing a new junction to the west of London Bridge to facilitate more effective access to the A64 slip roads.

44. The construction of a new signalised junction for improved access onto the A64 Slip Roads has been incorporated into the design of Link B. This also provides for a more direct connection to Sim Balk Lane, which is considered to be the route most likely to maximise the use of the Bishopthorpe Link (Link A). A less direct route would reduce its attractiveness and hence impact on the traffic modelling.

Motion: Point d) Investigate complementary and/or alternative public transport improvements to address the potential traffic from Terry's and to address the serious problems of unreliability and inadequate service frequency of service No.11.

Public Transport Facilities

45. Public transport service considerations are detailed below with particular reference to the Service No 11. This service currently runs half – hourly during the day and hourly during evenings and Sunday between York City Centre and Bishopthorpe via South Bank. It is run commercially during weekday daytime by First York and is subsidised by the Council at other

times. It is the Company's view that demand on the route will not at present support a higher frequency service. The route unfortunately has a reputation for poor reliability and has undergone a number of changes in recent years to address delays regularly experienced. Recent sample observations by Council officers and the examination of electronic data by First York have not been able to identify any current reliability problems. Anecdotally, buses are sometimes delayed negotiating the narrow streets in the South Bank area, which are habitually lined with parked cars and vans. Further surveys are in progress as part of the Council's annual bus reliability surveys and the results should be available in the near future. One possible solution suggested to address the problems reported in South Bank is to make Balmoral Terrace and Queen Victoria Street one way in the direction currently used by buses. This would need subject to further more detailed consultations and consideration.

46. In respect to transport connections with the redevelopment of the Terry's site, the Council are seeking to establish a fifteen-minute frequency bus service between the City Centre and the site, together with a half-hourly link between the site and Askham Bar Park and Ride site. The intention of the Park and Ride link is to intercept traffic approaching the site from outside the City to the south-west. It is envisaged that this will not be introduced until the replacement larger, Askham Bar Park and Ride car park currently proposed is completed in 2012.
47. Informal discussions have been held both with First York and Transdev York, regarding how this level of service might be achieved. Unfortunately, the costs of subsidising services which are supplementary to the existing provision would be substantial for an initial period of several years and would carry the risk of not becoming financially viable at the end of the initial funding period. First York has therefore been asked to examine whether or not existing services could be adapted to provide the required services at a lower cost, with a better chance of long-term viability. The outcome of this investigation is currently still awaited.

Motion: Point e) Investigate other sustainable transport solutions that would facilitate appropriate development of the Terry's site, including better cycling links than proposed in conjunction with the planning application to the city northwards and westwards.

48. The public transport linkages and possible improvements to be considered were discussed in the previous motion point d). Improvements to the cycling infrastructure, which will also benefit pedestrian access, are discussed below.

Cycle Route Improvements

49. Officers have identified the following routes where improvements should be sought in order to encourage cycle movements to and from the development site. A plan showing the routes and how they would fit with the existing ones is provided in Annex E and detailed below:

- A route within the highway verge along the southwestern side of Knavesmire Road, which would link Racecourse Lane with the new route, which passes near Herdsman's Cottage.
 - A route, which cuts across Knavesmire itself following the alignment of the current footpath and connecting with Cherry Lane, off Tadcaster Road.
 - An upgrade of the current route through the South Bank district linking with the centre of the City, including a priority crossing of Campleshon Road.
 - A route which links the site with the current riverside route and takes account of cyclists preferred desire line.
 - Internal routes within the site, which provide direct linkages in a north south and east – west direction.
50. Funding should be sought from the developer to allow the construction of the route along Knavesmire Road, the link to the riverside path and the upgrade of the existing South Bank route. The detailed design proposals for the site itself need to incorporate these internal linkages between adjoining public highways.
51. There are likely to be land ownership issues associated with the route across the Knavesmire, which is almost certain to prove controversial. In view of the time factors, it may be better to seek a contribution from the developer at this stage towards its implementation at a future date, with further funding sought from the LTP.

Opportunities for funding of Link Road

52. The Council Motion sought to address the potential for funding the link road from developers and other sources and identify how future development allocated through the LDF process could contribute to construction costs.
53. Any developer contributions are only likely to fund a new highway infrastructure sufficient to allow their site to function i.e. to provide access to all areas commensurate with the predicted levels of traffic generation. They are unlikely to be willing to fund the construction of a link aimed at providing a transport solution on another site.
54. With regards to the Terry's development there is unlikely to be any significant sums offered by the developer towards the link road. Previous negotiations to obtain funding for highway mitigation measures and improvements to sustainable modes of transport resulted in only a proportion of estimated costs to be forthcoming. The developer claiming that their proposals would be unviable if they were required to provide further funding.
55. Funding is unlikely to be forthcoming through the Regional Funding Allocation as it is:

- (a) not a regional priority and
 - (b) not contributing to other social and economic criteria.
56. The use of LTP monies remains a possibility but it is questionable whether Members would vote for monies to be directed away from existing programmes for this scheme, over and above other identified schemes already earmarked. Preliminary enquiries into the possibility of European funding have not been able to identify any suitable source that are likely to give priority to this proposed link road.
57. In terms of opportunities for developer contributions through S106 obligations (planning gain), the Government Circular (05/2005) stresses that contributions are intended to make acceptable a development which would otherwise be unacceptable in planning terms. A planning obligation must be:
- (i) relevant to planning;
 - (ii) necessary to make the proposed development acceptable in planning terms;
 - (iii) directly related to the proposed development;
 - (iv) fairly and reasonably related in scale and kind to the proposed development; and
 - (v) reasonable in all other respects.
58. Where a proposed development is not acceptable in planning terms due to inadequate access or public transport provision, planning obligations might be used to secure contributions towards a new access road or provision of a bus service, perhaps co-ordinated through a Travel Plan. However, in this case, the suggested link road is not *necessary* to make the proposed Terry's development acceptable and, in itself, would create an unacceptable situation elsewhere (development in the green belt and, potentially, more intensive use of Bishopthorpe Road). Representations on the revised development brief are revealing objectors to the proposed relief road, as well as supporters.
59. In addition, full funding of the road by the developer of Terry's would not be *reasonable* or *related in scale* to the Terry's development. Pooled developer contributions would help to realise the substantial funds required for this proposed road. However, that would necessitate the allocation of additional land for development through the LDF and this area has, through a comprehensive and agreed methodology, been identified as a sensitive Green Belt location rather than land for housing. In planning terms, there are far better sites in and around York.

Options and Appraisal

60. In respect to the feasibility of the proposed link road under consideration there are two basic options available. Continue more detailed transport, environmental, and economic assessments or do not pursue this proposal further.

61. In very basic traffic terms the main benefits of the link road is the relief it could provide for Bishopthorpe, particularly Church Lane. There are other minor benefits such a slight traffic reduction on Tadcaster Road, but at a cost of increased flows along Bishopthorpe Road. In relative terms the overall traffic benefits are not considered to be high or of a magnitude that would warrant the introduction of this link road.
62. From a Planning perspective the introduction of this proposed link road is across designated “green belt” land. This is in direct contravention to the Council’s existing policies. Any attempt to deviate from this is likely to lead to the need for a lengthy public inquiry.
63. No specific funding has been identified for further impact assessments or more importantly construction costs. Whilst there may be limited opportunity to bid for funds via the normal mechanisms a proposal of this nature is unlikely to be given a high priority when compared to other transport proposals.
64. Bearing this in mind this report is recommending that no further works be instigated into this link road proposal.

Consultation

65. For the purpose of this feasibility study only limited internal consultations have been undertaken so far. Much wider consultations would be required with all relevant stakeholders should any proposals be developed further.

Corporate Priorities

66. The following priorities (Corporate Strategy (2007 – 2011), could be considered relevant to the report:
 - A. No 3 “*Increase the use of public and other environmentally friendly modes of transport*”; and
 - B. No 4 “*Improve the actual and perceived condition and appearance of the city’s streets, housing estates and publicly accessible spaces*”.
67. The *hierarchy of transport users* is firmly embedded within the second Local Transport Plan (LTP2), with pedestrians and cyclists being given priority when considering travel choice.

Implications

68. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

Risk Management

69. In compliance with the Council's Risk Management Strategy, there are no risks associated with the recommendations of this report.

Recommendations

70. Members are recommended to:

Note the contents of this report and instruct officers to cease any further work on this proposal.

Reason: To ensure that the council's position is consistent with its obligations under the provisions of Highway and Planning legislation in its implementation of existing policies.

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Report Approved **Date** 02/03/09

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Wards Affected:

Fishergate

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Background Papers:

Planning Committee Report 28 August 2008 – Factory, Bishopthorpe Road York

Annexes

- Annex A - Location Plan
- Annex B - Council Motion
- Annex C - Proposed Link Road
- Annex D - Traffic modelling
- Annex E - Cycle routes